

**RESTATEMENTS AND AMENDMENTS**

**In the Specification:**

Pursuant to incorporation by reference of U.S. Application No. 10/287,447, filed November 4, 2002, entitled "SYSTEMS AND METHODS FOR PRODUCING DOCUMENTARY CREDIT AND CONFORMING SHIPPING DOCUMENTS" (see paragraph [0029]), Applicants hereby add the following text, with appropriate modifications of reference numbers etc. to fit this application. Applicants do not intend to introduce any new matter by bodily incorporating this version of what previously was incorporated by reference.

The Computer Program Listing Appendix accompanies this response as a separate pdf file electronically submitted.

After paragraph [0002], add the following, which is based on [0003] of the incorporated material:

**REFERENCE TO COMPUTER PROGRAM LISTING APPENDIX**

[0002A] A computer program listing appendix comprising of an electronically-submitted pdf file named "Fig\_18\_Supp" containing synchronization rules, accompanies this application and is incorporated by reference.

After paragraph [0026], add the following, which is based on [0019] of the incorporated material:

[0026A] **FIG. 18** is a part of a set of synchronization rules for one embodiment of the present invention.

After paragraph [0026], add the following, which is based on [0066]-[0070] of the incorporated material:

[0026B] Synchronization rules define how data is propagated from one document to other documents, including bank-required documents and shipping related documents. More generally, synchronization rules define how data is propagated from

one document to other documents. **FIG. 18** is a part of a set of synchronization rules for one embodiment of the present invention. Subsets of these rules also practice the present invention and may be very useful. Some of the rules in figure 18 relate to the environment in which a DC / LC system operates and apply the present invention beyond just DC or LCs. The rules depicted in **FIG. 18** can be applied to any domain or to a selected domain, by associating them domain Ids (not shown.) The source and destination document types are types of document in which fields appear. These document types may include the types of documents described above or in the incorporated application. The field names are names of fields, for instance fields in summary or input form. The source and destination document states indicate the condition of document preparation in which the rule applies. In one embodiment, the states are encoded as: New 1; In-Progress 2; On-Hold 3; Complete 4; Cancelled 5; Locked 6; Pending-Approval 7; Approved 8; Confirmed 9; Not Existing 0; and Any -1. The rules sometimes can be simplified by being applicable to multiple states or by generalization of the state transitions that will trigger a search through or application of a rule. The update scope column indicates the scope in which an update to a field will be applied. In this example, scopes are 1, 2 or 3, corresponding to one trade, one services module or across trades and across modules. Different scopes can be applied to updates, depending on the precise software embodiment chosen for the present invention. In an environment in which a DC or LC is one form of payment, there may be transactions in which there is no associated DC or LC. Accordingly, there is redundancy among rules so that an alternate rule may be specified if no LC is associated with a transaction. The pre-condition "LOCTradeExists" corresponds to a rule that overrides other rules, in case a LC is associated with a transaction.

[0026C] To look at a specific example of a synchronization rule, consider the first letter of credit to bill of lading rule. It is applied when the letter of credit is complete and the bill of lading is in the progress towards completion. The beneficiary-address1 field is copied from the letter of credit to the shipper-address1 field of the bill of lading. This mapping assures that the most current letter of credit information will be used for preparation of a pro forma bill of lading that the shipper may confirm or adopt. Similarly, the second rule maps the same files, when the letter of credit is received or approved and the bill of lading is in progress. The gray shading of the destination document field

indicates that the system guards against the user who is preparing the bill of lading from overriding the wording of the letter of credit. This guarding may be implemented as a prohibition on changing the field, a role based prohibition, or a warning that requires an express override and records the override in the audit trail. The update scope of this rule is cross trade.

[0026D] One motivation for synchronization is that a Letter of Credit typically requires a number of documents to be completed as proof that the buyer and seller have effectively completed the transaction to the satisfaction of all parties (themselves, customs, carriers, etc.). The completion and attachment of these documents is required to release funds. It is useful to support the following documents, which are sometimes used as proof that the transaction has been completed: Certificate of Inspection, Insurance Certificate, Ocean Bill of Lading, Air Waybill, Invoice, Bill of lading, Draft in duplicate and Certificate of Origin. The LC will specify which of these are required for documentary proof. When an LC is created, the required documents that must be completed should be specified. As a result of these documents being "linked" to the LC, business logic regarding downstream document creation and business rules will apply.

[0026E] It is useful to support a handful of documents, without supporting all of the documents or supporting custom documents required by a LC. For example, it is useful to support an Invoice, Bill of Lading/Airway Bill and a Bill of lading. While these fields for these documents should be synchronized with the LC, there can also be discrepancies due to business process errors that take place during the course of a trade. An example might be the invoice indicating different spelling of a buyer's name, different from the LC. It is useful to allow these discrepancies to be overridden deliberately, as they might represent what actually is transpiring in the real world or other systems of record. Especially if LC data is uploaded from another third party source, instead of being entered as the basis for an LC application, care should be taken as to whether system values for buyer's name, etc. should be overwritten for a particular LC.

[0026F] Certain fields that should be shared across these documents. For preparation of an invoice, analysis of import-export situations indicates that the buyer's and seller's names and addresses should be synchronized from the LC, whether the LC is right or wrong, unless expressly overridden or the LC data is suspect. Terms of sale including place of terms of sale (FOB Charleston) should be synchronized. Goods

description should match the LC exactly, but may contain added detail. LC number and issuance date optionally may be listed on the invoice. For preparation of a bill of lading, the buyer's and seller's names and addresses should be synchronized from the LC. Ship from, ship to names and address if any should match other documents and the LC. Pieces, weight, dimensions and cubic volume should match other documents and the LC. The goods description needs to only generally match LC in the bill of lading and may contain added detail. Alternatively, it may match the LC or match the LC with a field for additional detail. LC number and issuance date optionally may be listed on the bill of lading. For preparation of a BL/AWB, the shipper should default to seller (beneficiary) with an option to change to match a field in the LC. Consignee and Notify Party may be listed and should be consistent with any information provided to the bank (such information may be option, and not part of the LC even if included on an application form.) Pieces, weight, and cube on the BL/AWB should match the Bill of lading and LC. The goods description should generally match L/C and may contain added detail as required by Steamship Line/Airline. Alternatively, it may match the LC or match the LC with a field for additional detail. LC number and issuance date optionally may be listed on the BL/AWB. Freight Charges, including whether the charges are prepaid, collect or payable at destination, on the BL/AWB should not be inconsistent with the LC and Invoice. Place of Receipt, Port of Loading, Port of Unloading, Transship To, and Country or Place of Origin should not be inconsistent with the LC. Other carrier comments should appear as directed by LC.